

Item: 5

Planning Committee: 8 October 2025.

Proposed Change of Use from Agriculture to Construct Mountain Bike Trails and Associated Works near The Pickaquoy Centre, Muddisdale Road, Kirkwall.

Report by Director of Infrastructure and Organisational Development.

1. Overview

- 1.1. This report considers an application for the change of use of land from agriculture to construct mountain bike trails (extending to 4.6 kilometres), excavate borrow pits and retain for water attenuation, and associated engineering and landscaping works at The Pickaquoy Centre (Land Near), Muddisdale Road, Kirkwall. No representations have been received. As the development is classified as a Major Development, as defined in The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, in accordance with the Scheme of Delegation, the application must be reported to the Planning Committee for determination. The development complies with relevant policies and there are no material considerations that merit refusal of the application.

Application Reference:	25/142/PPMAJ.
Application Type:	Planning Permission Major.
Proposal:	Construct mountain bike trails (4.6 kilometres), excavate borrow pits and retain for water attenuation, and associated engineering and landscaping works.
Applicant:	The Pickaquoy Centre.
Agent:	Bracewell Stirling Consulting, c/o Amanda MacRitchie, 5 Ness Bank, Inverness, IV2 4SF.

- 1.2. All application documents (including plans, consultation responses and valid representations) are available for members to view [here](#) (click on “Accept and Search” to confirm the Disclaimer and Copyright document has been read and understood, and then enter the application number given above).

2. Recommendation

2.1. It is recommended that members of the Committee:

- i. Approve the application for planning permission in respect of the proposed change of use of land from agriculture to construct mountain bike trails extending to 4.6 kilometres, excavate borrow pits and retain for water attenuation, and associated engineering and landscaping works near The Pickaquoy Centre, Muddisdale Road, Kirkwall, subject to the conditions detailed in Appendix 1 to this report.

3. Consultations

Islands Archaeologist

- 3.1. Confirmed no archaeology known in area. No recommendations for any historic environment conditions

Engineering Services

- 3.2. Flood risk information provided to confirm maintenance responsibilities are satisfactory, and no objection.

Roads Services

- 3.3. Confirmation that final revisions of the documents noted below all fully or adequately address an earlier objection from Roads Services.
- 3.4. “Design and Access Statement (31 July 2025 Rev E)

The Access section of the document clearly states that access to the adjacent field will be maintained through the development site and how the access will be managed [by] Pickaquoy Centre Trust. The Parking Provision section of the document indicates that 24 parking spaces will now be provided for the cycle track development, which although less than would ideally be provided it is a significant improvement on the 10 parking spaces that were originally proposed and is within acceptable limits given the location of the development.

Site Layout (DWG No 5166-02-100 Rev C

The drawing now clearly shows how access will be maintained to the adjacent agricultural field and as described in the Design and Access Statement. The drawing also shows the location of the parking area to be marked as being for users of the cycle track.

Neighbouring Field Access

The revised drawing clearly shows that access to the neighbouring field will now be maintained via the development site, with access to the field being managed by the Pickaquoy Centre Trust. Therefore, given that Roads Services [concerns] have now been addressed, suitable conditions should be applied to any planning permission that may be granted that would secure the access to the adjacent field, and to secure that the proposed parking as indicated in the latest information provide. It is also requested that the undernoted informative is applied to any planning permission that may be granted.”

Scottish Water

- 3.5. Scottish Water has no objection, and provides advice.
- 3.6. “According to our records, the development proposals impact on existing Scottish Water assets. The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal to apply for a diversion. The applicant must be made aware of this before progressing.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.”

4. Representations

- 4.1. No representations received.

5. Relevant Planning History

- 5.1. Planning applications

Reference	Proposal	Location	Decision	Date
18/418/PP.	Install a surface water detention pond, pipe and outfall (retrospective) (re-submission of 18/300/PP).	West Grainbank (Land Near), Kirkwall.	Grant Subject to Conditions.	30.09.2019.
10/616/AMC.	Extend sports centre to add a swimming pool and squash	The Pickaquoy Centre, Muddisdale Road, Kirkwall.	Grant Subject to Conditions.	28.01.2011.

Reference	Proposal	Location	Decision	Date
	courts with associated parking, drainage and landscaping.			
08/371/PPO.	Extend sports centre to create swimming pool and create additional car parking.	The Pickaquoy Centre, Muddisdale Road, Kirkwall.	Grant Subject to Conditions.	25.09.2008.

6. Relevant Planning Policy and Guidance

- 6.1. The full text of the Orkney Local Development Plan 2017 and supplementary guidance can be read on the Council website [here](#).
- 6.2. National Planning Framework 4 can be read on the Scottish Government website [here](#).
- 6.3. The key policies, supplementary guidance and planning policy advice listed below are relevant to this application:
 - National Planning Framework 4:
 - Policy 1. Tackling the climate and nature crises.
 - Policy 2. Climate mitigation and adaptation.
 - Policy 3. Biodiversity.
 - Policy 4. Natural places.
 - Policy 6. Forestry, woodland and trees.
 - Policy 20. Blue and green infrastructure.
 - Policy 21. Play, recreation and sport.
 - Policy 22. Flood risk and water management.
 - Policy 23. Health and safety.
 - Policy 26. Business and industry.
 - Policy 30. Tourism.
 - Orkney Local Development Plan 2017:
 - Policy 1: Criteria for All Development.
 - Policy 2: Design.
 - Policy 4: Business, Industry and Employment.
 - Policy 9: Natural Heritage and Landscape.

- Policy 10: Green Infrastructure.
- Policy 11: Outdoor Sports, Recreation and Communities Facilities.
- Policy 13: Flood Risk, SuDS and Waste Water Drainage.
- Policy 14: Transport, Travel and Road Network Infrastructure.
- Supplementary Guidance:
 - Natural Environment (2017).
 - Settlement Statements (2017).
- Planning Policy Advice:
 - Planning for Open Space (2014).
 - Trees and Woodland (2014).
 - Amenity and Minimising Obtrusive Lighting (2021).
- Development Management Guidance:
 - Business Development Outwith Town Centres (2023).
 - Considering and Including Biodiversity in Development (2023).
- Development Brief:
 - K4 – Land North of Muddisdale Road, Kirkwall (2023).

7. Legislative Position

- 7.1. Section 25 of the Town and Country Planning (Scotland) Act 1997 as amended (the Act) states, “Where, in making any determination under the Planning Acts, regard is to be had to the development plan, the determination is, unless material considerations indicate otherwise...to be made in accordance with that plan...”
- 7.2. Annex A of Planning Circular 3/2013: ‘development management procedures’ provides advice on defining a material consideration, and following a House of Lords’ judgement with regards the legislative requirement for decisions on planning applications to be made in accordance with the development plan, confirms the following interpretation: “If a proposal accords with the development plan and there are no material considerations indicating that it should be refused, permission should be granted. If the proposal does not accord with the development plan, it should be refused unless there are material considerations indicating that it should be granted.”
- 7.3. Annex A continues as follows:
 - The House of Lords’ judgement also set out the following approach to deciding an application:

- Identify any provisions of the development plan which are relevant to the decision.
- Interpret them carefully, looking at the aims and objectives of the plan as well as detailed wording of policies.
- Consider whether or not the proposal accords with the development plan.
- Identify and consider relevant material considerations for and against the proposal.
- Assess whether these considerations warrant a departure from the development plan.
- There are two main tests in deciding whether a consideration is material and relevant:
 - It should serve or be related to the purpose of planning. It should therefore relate to the development and use of land.
 - It should relate to the particular application.
- The decision maker will have to decide what considerations it considers are material to the determination of the application. However, the question of whether or not a consideration is a material consideration is a question of law and so something which is ultimately for the courts to determine. It is for the decision maker to assess both the weight to be attached to each material consideration and whether individually or together they are sufficient to outweigh the development plan. Where development plan policies are not directly relevant to the development proposal, material considerations will be of particular importance.
- The range of considerations which might be considered material in planning terms is very wide and can only be determined in the context of each case. Examples of possible material considerations include:
 - Scottish Government policy and UK Government policy on reserved matters.
 - The National Planning Framework.
 - Designing Streets.
 - Scottish Government planning advice and circulars.
 - EU policy.
 - A proposed local development plan or proposed supplementary guidance.
 - Community plans.
 - The environmental impact of the proposal.

- The design of the proposed development and its relationship to its surroundings.
- Access, provision of infrastructure and planning history of the site.
- Views of statutory and other consultees.
- Legitimate public concern or support expressed on relevant planning matters.
- The planning system operates in the long term public interest. It does not exist to protect the interests of one person or business against the activities of another. In distinguishing between public and private interests, the basic question is whether the proposal would unacceptably affect the amenity and existing use of land and buildings which ought to be protected in the public interest, not whether owners or occupiers of neighbouring or other existing properties would experience financial or other loss from a particular development.

7.4. Where a decision to refuse an application is made, the applicant may appeal under section 47 of the Act. Scottish Ministers are empowered to make an award of expenses on appeal where one party's conduct is deemed to be unreasonable. Examples of such unreasonable conduct are given in Circular 6/1990 and include:

- Failing to give complete, precise and relevant reasons for refusal of an application.
- Reaching a decision without reasonable planning grounds for doing so.
- Not taking into account material considerations.
- Refusing an application because of local opposition, where that opposition is not founded upon valid planning grounds.

7.5. An award of expenses may be substantial where an appeal is conducted either by way of written submissions or a local inquiry.

Status of the Local Development Plan

7.6. Although the Orkney Local Development Plan 2017 is “out-of-date” and has been since April 2022, it is still a significant material consideration when considering planning applications. The primacy of the plan should be maintained until a new plan is adopted. However, the weight to be attached to the Plan will be diminished where policies within the plan are subsequently superseded.

Status of National Planning Framework 4

- 7.7. National Planning Framework 4 (NPF4) was adopted by Scottish Ministers on 13 February 2023, following approval by the Scottish Parliament in January 2023. The statutory development plan for Orkney consists of NPF4 and the Orkney Local Development Plan 2017 and its supplementary guidance. In the event of any incompatibility between a provision of NPF4 and a provision of the Orkney Local Development Plan 2017, NPF4 is to prevail as it was adopted later. It is important to note that NPF4 must be read and applied as a whole, and that the intent of each of the 33 policies is set out in NPF4 and can be used to guide decision-making.
- 7.8. In the current case, there is not considered to be any incompatibility between the provisions of NPF4 and the provisions of the Orkney Local Development Plan 2017, to merit any detailed assessment in relation to individual NPF4 policies.

Hierarchy Regulations

- 7.9. In accordance with the Town and Country Planning (Hierarchy of Development) (Scotland) Regulations 2009, the proposed development is defined as a 'Major Development' and has been subject to Pre-Application Consultation.

8. Assessment

- 8.1. As noted in section 1 above, permission is sought to change the use of land from agriculture and construct mountain bike trails on land adjacent to the Pickaquoy Centre, Muddisdale Road, Kirkwall, as indicated on the Location Plan attached as Appendix 2 to this report.
- 8.2. The proposed development is on land between the Pickaquoy Centre and the golf course, sloping relatively steeply down from the golf course towards the Pickaquoy Centre. The site is predominately grassland with two blocks of trees, comprising mainly densely planted willow originally planted as a potential biomass crop, but with limited active management as such. The planting area closest to Muddisdale has a wider variety of species.
- 8.3. The proposed trail would be 4.6 kilometres in length, with the width varying between 1.0 to 1.5 metres and is designed with 3 different trail types: red, green and blue. The trails would be constructed with compacted hardcore with dust topping and would feature various bumps and berms and suitable drainage. The works would require removal of several small trees/branches along the route.

- 8.4. The nature of the proposal requires a micro level of flexibility to make amendments to the precise location of the tracks and features along the trails. The plans show the anticipated trail corridors and positions of the technical features. Planning condition would control submission and approval of final details and exact positions.
- 8.5. A parking area would be provided at the Pickaquoy Centre with 24 additional car parking spaces. An existing access track (pedestrian/cycle) lies within the Pickaquoy facility to the bike trails; there would be no other access available to the facility, with fencing and gates restricting access from other points.
- 8.6. The facility would operate in accordance with the hours of the Pickaquoy Centre: summer, Mondays to Fridays 06:30 to 22:00, Saturdays/Sundays 08:45 to 20:00, and winter, during daylight hours.
- 8.7. Weekly and monthly condition inspections would be carried out in collaboration with Pickaquoy Centre staff including grounds maintenance staff.

Principle

- 8.8. Most of the site is allocated for long term housing within the Orkney Local Development Plan 2017, identifying it as having potential for 20 dwelling units. The allocation was updated by adoption of development brief K4 – Land North of Muddisdale Road, Kirkwall (2023). The Vision of the brief is to extend an existing green corridor, to provide opportunities for sustainable surface water management, tree planting, biodiversity enhancement and the strategic expansion of open space for sports and leisure.
- 8.9. The proposal would be in line with the aims of the development brief by increasing facilities for sport and leisure and including additional tree planting providing biodiversity enhancement. This is also in line with NPF4 principles of adapting to climate change and protecting and enhancing biodiversity.
- 8.10. Policy 11 ‘Outdoor Sports, Recreation and Community Facilities’ of the Local Development Plan supports the principle of new facilities and extensions to existing facilities within settlement boundaries; this proposal provides a new facility which expands the facilities available through the Pickaquoy Centre.

Access

- 8.11. Policy 14C 'Road Network Infrastructure' of the Local Development Plan requires development to be 'well connected to the existing network of roads, paths and cycleways and would not create a barrier to future development', which is achieved. Provision must also exist for development to be safely and conveniently accessed by service, delivery and other goods vehicles, and for design as to cause minimal impact on the character of the site and the surrounding area. Discussion between the agent and Roads Services has resolved the issue of access to an agricultural field, which is in Council ownership and accessed through the site; ongoing access will involve agreement between the Pickaquoy Centre and the users of the agricultural field. A condition would address this matter, and the related stopping up of two field gates to the field through nearby housing development.
- 8.12. The additional 24 parking spaces would be provided specifically for the use of the patrons of the bike track. A pedestrian/cycle track would then be available from the parking area to the starting points on the bike tracks; no access would be available to the tracks from any other point. Roads Services is satisfied with the parking and access arrangements as amended and now proposed.
- 8.13. To minimise patrons of the facility using Muddisdale Road, a planning condition would secure signage at the junction into Muddisdale Road from the Pickaquoy Centre, confirming that all access to the facility is through the Centre.

Residential Amenity

- 8.14. The bike track is sufficiently distant from the nearest neighbouring properties at Grainbank and Muddisdale that any impact on residential amenity is an acceptable level; potential additional noise from the bike track is considered in the context of the surrounding sporting facilities and operational hours proposed. As such the proposal would meet the requirements of Policy 1 'Criteria for All Development' of the Local Development Plan.
- 8.15. Planning Policy Advice 'Amenity and Minimising Obtrusive Lighting' (2021) supports new development where it is demonstrated that the existing amenity value of a location and the surrounding area would be effectively preserved or enhanced. The facility will only be used during daylight hours and no lighting is proposed on the tracks or routes to the tracks.

Siting and Design

- 8.16. Policy 21 'Play, recreation and sport' of NPF4 seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport to promote the improvement of cycling networks and to protect existing public and countryside access. Policy 6 'Forestry, woodland and trees' requires existing woodlands and trees to be protected, cover to be expanded, and that woodland and trees on development sites sustainably managed. The existing woodland was partly work by the Agronomy Institute of UHI Orkney. There is no evidence that the trees are actively managed; the development can therefore introduce management of the woodland as part of the landscaping and add to the tree planting proposed.
- 8.17. The proposed bike trails of the design and route proposed would enhance outdoor access opportunities, activities and active recreational tourism in this location. The works would not be out of character with the surroundings, in accordance with Policy 2 'Design' of the Local Development Plan.

Drainage and Surface Water

- 8.18. The site has been designed to ensure the water is managed as much as possible on site, minimising the risk of flooding downstream. This has been undertaken by designing and managing surface water run-off, and water pooling management features are proposed, including shallow depressions.
- 8.19. An existing track across the site intercepts surface water, which acts as a surface water pathway, concentrating and discharging water to the north and south, was initially proposed to be infilled. Amendments have been made, to retain the access. Further details would be secured by planning condition to ensure no negative impact on the wider surface water drainage network.
- 8.20. The proposal includes a maintenance inspection scheme for the water management features and drainage; this would involve a monthly inspection, with any remedial works carried out as and when required to maintain the features and drainage.
- 8.21. Engineering Services is satisfied with the proposal and the maintenance responsibilities. The development meets the requirements of Policy 22 'Flood risk and water management' of NPF4 and Policy 13 'Flood Risk, SuDS and Wastewater Drainage' of the Local Development Plan. Adaptive conditions are recommended to cover the ongoing maintenance and securing the changes required by the retention of the access track.

9. Conclusion

- 9.1. The proposed development complies with Policies 3, 6, 14, 21, 22, 26 and 29 of National Planning Framework 4, Policies 1, 2, 4, 11, 13 and 14 of the Orkney Local Development Plan 2017, Development Brief 'K4 – Land North of Muddisdale Road, Kirkwall' (2023), and Planning Policy Advice 'Amenity and Minimising Obtrusive Lighting' (2021). The proposal is acceptable in principle, and in terms of siting, scale and design. There are no material considerations that outweigh this conclusion. The application is therefore recommended for approval, subject to the conditions attached as Appendix 1 to this report.

For Further Information please contact:

Margaret Gillon, Senior Planner (Development Management), Email
margaret.gillon@orkney.gov.uk

Implications of Report

1. **Financial:** None.
2. **Legal:** Detailed in section 7 above.
3. **Corporate Governance:** In accordance with the Scheme of Administration, determination of this application is delegated to the Planning Committee.
4. **Human Resources:** None.
5. **Equalities:** Not relevant.
6. **Island Communities Impact:** Not relevant.
7. **Links to Council Plan:** Not relevant.
8. **Links to Local Outcomes Improvement Plan:** Not relevant.
9. **Environmental and Climate Risk:** None.
10. **Risk:** If Members are minded to refuse the application, it is imperative that clear reasons for proposing the refusal of planning permission on the basis of the proposal being contrary to the development plan policy and the officer's recommendation be given and minuted. This is in order to provide clarity in the case of a subsequent planning appeal or judicial review against the Planning Committee's decision. Failure to give clear planning reasons for the decision could lead to the decision being overturned or quashed. In addition, an award of costs could be made against the Council. This could be on the basis that it is not possible to mount a reasonable defence of the Council's decision.
11. **Procurement:** None.
12. **Health and Safety:** None.
13. **Property and Assets:** None.
14. **Information Technology:** None.
15. **Cost of Living:** None.

List of Background Papers

Orkney Local Development Plan 2017, available [here](#).

National Planning Framework 4, available [here](#).

Appendix

Appendix 1 – Planning conditions.

Appendix 2 – Location Plan.

Appendix 1.

01. The development hereby approved to which this planning permission relates must be begun not later than the expiration of three years, beginning with the date on which the permission is granted, which is the date of this decision notice. If development has not commenced within this period, this planning permission shall lapse.

Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997, as amended, which limits the duration of planning permission.

02. An adaptive Woodland Management Plan comprising details of works to trees in the three affected woodland areas shall be submitted to the Planning Authority. The Plan shall include, but not be limited to:

- Track routes.
- Felling and pruning required for the construction of tracks.
- Any changes to ground levels.
- Any use of plant or machinery for construction.
- Tree protection measures during construction.

No development shall commence until the Plan has been approved, in writing, by the Planning Authority and until track routes within the woodland areas and all trees proposed to be felled and pruned have been identified/marked on site, and the identified/marked works have been approved, in writing, by the Planning Authority.

Thereafter, all works shall be carried out in accordance with the approved adaptive Plan, incorporating the approved works identified/marked on site.

Reason: To protect the amenity and arboricultural value of the woodlands, whilst providing flexibility for track construction.

03. All biodiversity/landscaping measures described in the biodiversity form (dated 28 March 2025) and the document 'Woodland Plan and biodiversity enhancement - MTB Trail, Muddiesdale Road, Kirkwall' shall be implemented in full no later than the first planting season following commencement of the development.

Incorporating the requirements of condition 02, following construction of the tracks and prior to the development being brought into use, an as-built Landscaping Plan shall be submitted to the Planning Authority, confirming the exact location of all tracks and completed landscaping, accepting any micro changes that have occurred during the construction phase. The development shall not be brought into use until this as-built Landscaping Plan has been approved, in writing, by the Planning Authority.

Thereafter all biodiversity/landscaping/tree planting measures included in the Landscaping Plan shall be permanently retained in accordance with the approved details, including replacement of any planting that does not survive, is removed, or is damaged, unless otherwise approved, in writing, by the Planning Authority.

Reason: To safeguard biodiversity enhancement and to integrate the proposal with its surroundings, whilst providing flexibility for track construction.

04. All existing dry stone boundary dykes shall be retained and maintained throughout the lifetime of the development. No development shall commence until full details of all other boundary treatments have been submitted to and approved, in writing, by the Planning Authority, including the location/alignment of the west boundary fence in relation to the dyked boundary to the golf course. Thereafter, all boundary treatments shall be constructed wholly in accordance with approved details.

Reason: To ensure the security and enclosure of the facility, whilst maintaining an access strip along the west boundary, to minimise the risk of pedestrians crossing the facility.

05. All access to or egress from the site, both pedestrian and vehicular, shall be prohibited except for the approved access from the Pickaquoy Centre as included in the Location Plan hereby approved, except for maintenance purposes under the control of the Pickaquoy Centre, and the exception included in condition 06 below, unless otherwise approved in advance, in writing, by the Planning Authority.

Reason: To avoid vehicles entering or leaving the site using routes that are not considered and approved, in the interests of road safety.

06. Agricultural access to the field immediately north of the application site shall be maintained, and available to the user of the field, in agreement with the Pickaquoy Centre. Reasonable access shall not be refused by the Pickaquoy Centre, and the access shall be made available to the user of the field on instruction by the Planning Authority.

No development shall commence until all other vehicular access to that field has been stopped up.

Reason: To ensure safe access to the field, and in the interests of road safety.

07. The development hereby approved shall not be brought into use until the parking, turning and loading spaces hereby approved have been constructed and laid out wholly in accordance with details shown in drawing 5166-02-100. These parking, turning and loading spaces shall thereafter be retained, capable of use and free from obstruction, throughout the lifetime of the development unless otherwise approved, in writing, by the Planning Authority.

Reason: To ensure adequate parking provision is available.

08. The development hereby approved shall not be brought into use until all surface water management works have been completed.

Following construction and prior to the development being brought into use, as-built details of all surface water management works shall be submitted to the Planning Authority, including measures to manage surface water on the access track across the site. The development shall not be brought into use until these details have been approved, in writing, by the Planning Authority.

Maintenance inspections of the surface water management works, and drainage, shall be carried out monthly, and any remedial works carried out when required to maintain the features and drainage as approved. Any alterations or improvements to the management of surface water shall be submitted to and approved in advance, in writing, by the Planning Authority and thereafter carried out wholly in accordance with these approved details.

Reason: To manage surface water with an adaptive management approach, to maximise opportunity to improve surface water management on the site post-construction.

09. In accordance with condition 08 above, throughout the lifetime of the development hereby approved, surface water shall be managed in accordance with the principles of Sustainable Drainage Systems (SuDS) and the guidance set out in CIRIA's SuDS Manual C753. Requisite surface water drainage measures shall be operational prior to the development being brought into use and shall be maintained as operational thereafter and throughout the lifetime of the development.

All surface water shall be contained within the application site and shall be managed to avoid flow into any adjacent road or other land.

Reason: To ensure appropriate management of surface water drainage, in accordance with Policy 13B 'Sustainable Drainage Systems (SuDS)' of the Orkney Local Development Plan 2017.

10. The development hereby approved shall not be brought into use until signage has been displayed to direct users of the facility to the car parking and access to bike tracks and to confirm no access from Muddisdale Road. Full details of this signage shall be submitted to and approved, in writing, by the Planning Authority, including location and design. Thereafter, the signage shall be installed wholly in accordance with approved details.

Reason: In the interests of public access within and around the site.

Note: This condition is without prejudice to any other consents required for the display of the signage.

9. All construction works in connection with the development hereby approved shall be carried out wholly in accordance with the documents 'Method Statement – Construction' (22.04.25) and 'Existing and Construction Phase Access' hereby approved.

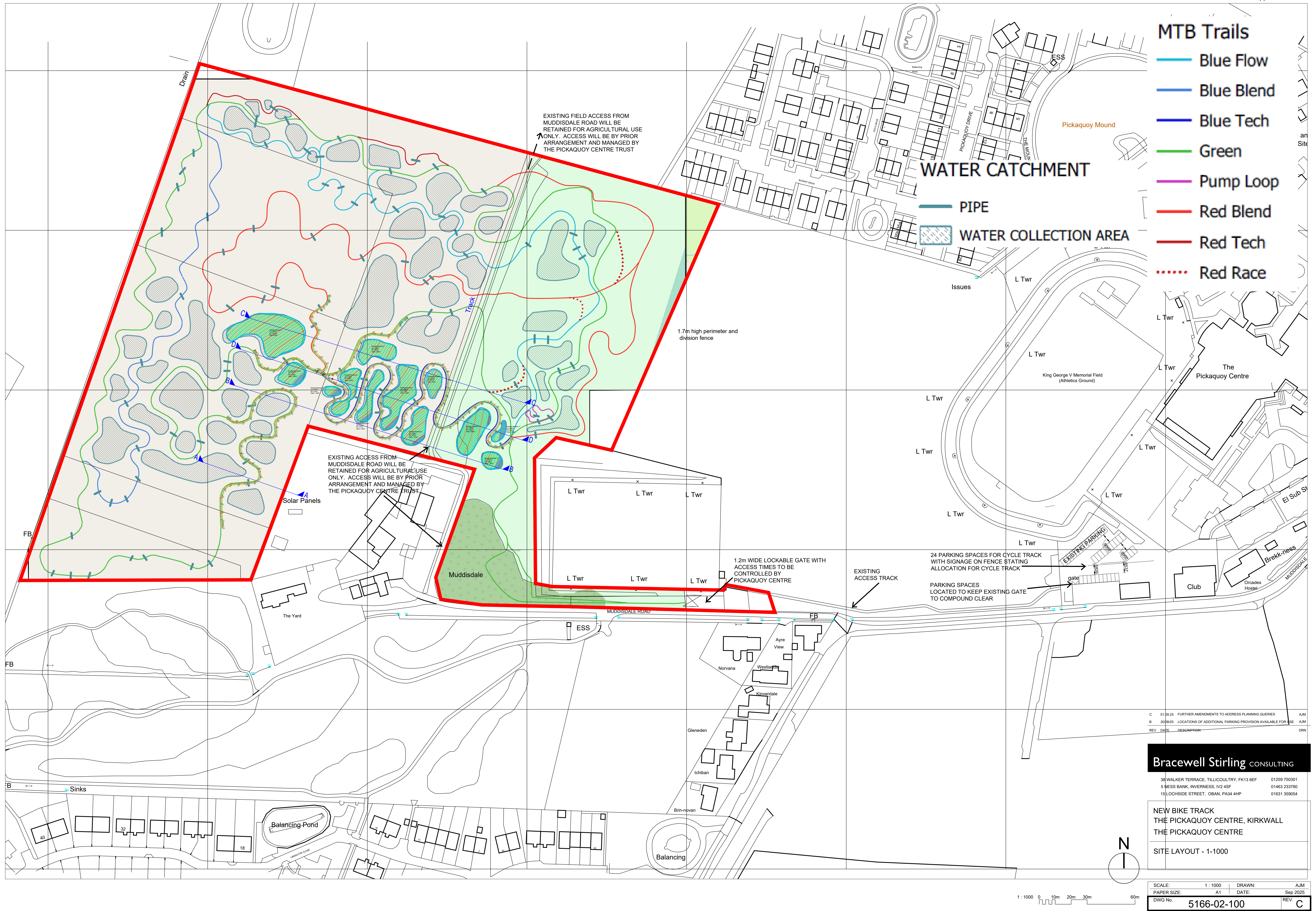
Reason: To protect residential amenity.

12. In conjunction with the requirements of condition 11 above, hours of work during the construction of the development hereby approved, involving the use of machinery and powered tools, or any other operation, for example hammering, that would generate noise audible beyond the boundary of the site, shall be restricted to 07:30 to 18:00 Mondays to Fridays, 08:00 to 13:00 on Saturdays and not at all on Sundays, Christmas or New Year Public Holidays unless otherwise agreed, in writing, with the Planning Authority.

Reason: To protect residential amenity and to reduce any possible nuisance arising to nearby residents during the construction of the development.

13. The development hereby approved shall form part of and an expansion to facilities provided under the management of The Pickaquoy Centre. The development shall not operate independently from The Pickaquoy Centre.

Reason: Management and inspection of the facility will be carried out by Pickaquoy Centre staff, opening hours are those of the Centre, and access and parking are in the control of The Pickaquoy Centre.



- MTB Trails**
- Blue Flow
 - Blue Blend
 - Blue Tech
 - Green
 - Pump Loop
 - Red Blend
 - Red Tech
 - Red Race

WATER CATCHMENT

PIPE

WATER COLLECTION AREA

Bracewell Stirling CONSULTING

38 WALKER TERRACE, TILlicULTURY, FK13 6EF 01259 750301
5 NESS BANK, INVERNESS, IV2 4SF 01463 233760
15 LOCHSIDE STREET, OBAN, PA34 4HP 01631 359054

NEW BIKE TRACK
THE PICKAQUOY CENTRE, KIRKWALL
THE PICKAQUOY CENTRE

SITE LAYOUT - 1:1000

SCALE:	1 : 1000	DRAWN:	AJM
PAPER SIZE:	A1	DATE:	Sep 2025
DWG No.	5166-02-100	REV.	C

C	01/20/25	FURTHER AMENDMENTS TO ADDRESS PLANNING QUERIES	AJM
B	20/08/25	LOCATIONS OF ADDITIONAL PARKING PROVISION AVAILABLE FOR USE	AJM
REV	DATE	DESCRIPTION	DRN

